

THRU : Chief, Intelligence Information Staff, ORR
: Chief, Industrial Division, ORR

20 February 1958

Chief, Aircraft Branch, D/I

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Onak, USSR,

REF : Report No. [REDACTED] of 12 November 1957, SECRET/NOFORN/
CONTINUED CONTROL 25X1A2g

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The referenced document contains a technical description of various manufacturing processes observed by source [REDACTED] Onak Aircraft Engine Plant No. 29. It is believed that source also may be able to furnish information on the following subjects.

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REQUIREMENTS

1. Was Plant No. 29 producing the ASh-82 and ASh-21 engines in February 1957 and was continued production of these engines expected? If not, what type or types of engines were in production or scheduled for production? Was there any evidence of experimental work with either turbojet or turboprop engines at the plant?

2. Was the plant involved in any type of guided missile activity? If so, did this activity involve production of complete power plants or production of component parts? What percent of plant floorspace and personnel was devoted to this effort? Additional requirements will be forthcoming if the answer to this question is affirmative.

3. Can source elaborate on the overall work effort of the plant? Did the number of shifts worked vary from shop to shop or was the entire plant on a one, two or three shift basis? Did the entire plant force work from 0900 to 1800, or only the personnel in the shop which source [REDACTED] Assuming a second and/or third shift, how many hours were worked on these shifts and what percent of the total manpower of the plant was utilized on each of these shifts? Why did source exempt Thursday when he stated that working hours were from 0900 to 1800? Did the plant operate on Saturdays and/or Sundays? If only certain shops were involved in weekend work, specify the shops, number of shifts worked, and hours per shift.

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4. Can source supply any additional information on key personnel and their functions? Identify the Director of the plant, the Chief Engineer, etc. Were any well-known airframe or aircraft engine designers present at the plant or mentioned in connection with the plant work?

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SUBJECT: [REDACTED]

Omsk, USSR, [REDACTED]

5. Did source note any indications of plant expansion or new construction? If so, in what areas of the plant and what is the approximate extent of expansion? Give dimensions of new construction, if possible. Any new test cells in the area?

6. Does source know which airframe plants in the USSR or Bloc countries are supplied with engines produced at Plant No. 29? Do any of the engines appear to be destined for an airframe plant within the city of Omsk? What methods of transportation appear to be used for shipping the engines from the plant?

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7. [REDACTED] Civil Airfield in Omsk? If so, can he supply the name, approximate location, and runway length of the airfield on which he did land?

8. Is source aware that the Omsk Airframe Plant No. 166 (suspect site for production of the Tu-104 and/or Tu-110 jet transports) is located near Plant No. 29? The following information is desired on Plant No. 166:

a. Type or types of aircraft currently in production or planned for production; rate of production.

b. Number and types of aircraft observed on the factory airfield.

c. Data on plant expansion including approximate dimensions and locations of any new construction and possible extension to the factory airfield.

d. Number of shifts, hours per shift, and days per week worked at the plant.

e. Approximate total manpower and total floorspace of the plant.

9. It has been reported that a new airframe plant recently was constructed in Omsk for production of heavy bombers. Can source either confirm or deny this information?

10. Is source familiar with any other airframe, aircraft engine, or aircraft experimental plants in the USSR? If so can he supply the name, location, and specific type of production for each facility? Additional information, particularly as outlined in Item 8 above, would be of great value on any other Soviet aircraft plants with which source may be familiar.

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SUBJECT: [REDACTED]

Omsk, USSR, [REDACTED]

11. General impressions gained by source in regard to Soviet aircraft production policies, planned future productions, relative standings of well-known aircraft designers, etc., would be of interest.

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